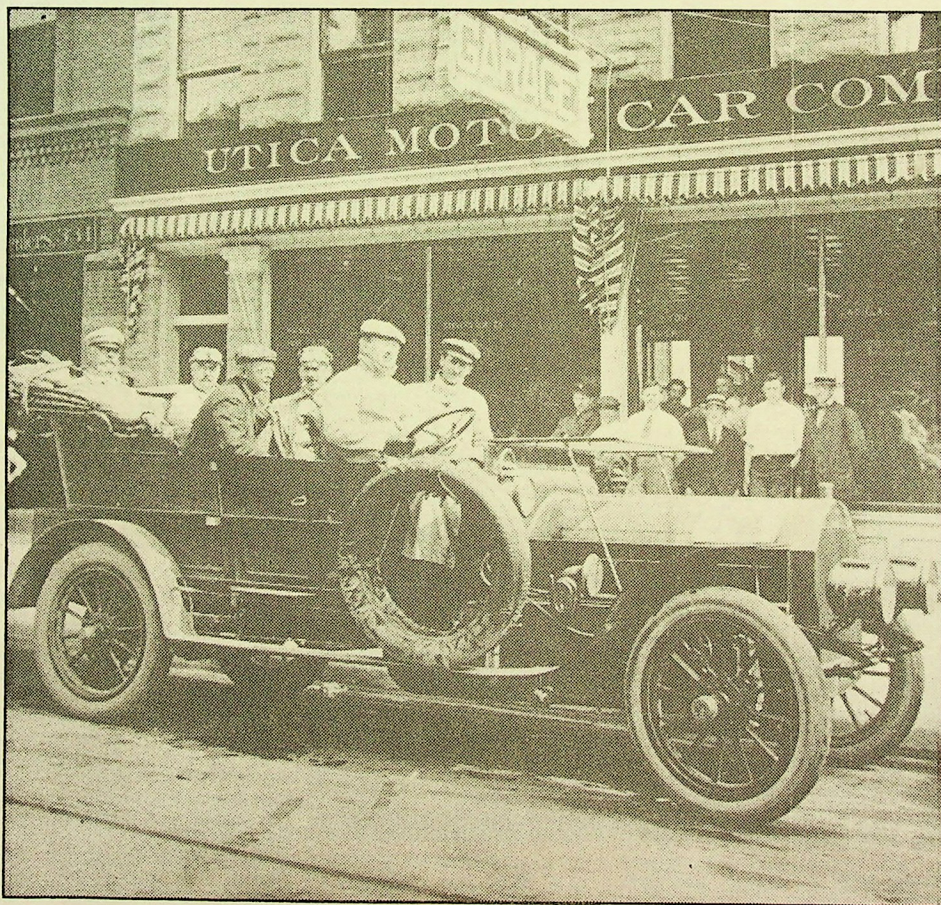


Magic & Memories of Early Motoring

Pictures from the Past — A look at automobiles we've driven



Courtesy of the Oneida County Historical Society

PIERCE-ARROW CAR ON TOUR STOPS ON BLEECKER STREET IN UTICA IN 1906.

SUPPLEMENT TO THE OBSERVER-DISPATCH AND DAILY PRESS DECEMBER 18, 1986

Here comes the 20th century and the horseless carriage, too

■ ABOUT THIS BOOKLET

This booklet on the history of the automobile in the Utica area is offered to the readers of The Daily Press and The Observer-Dispatch as the third in a series of "Pictures from the Past."

Why select cars and trucks for our latest venture into local history?

Nothing, in the view of many social historians, has been more important in shaping the nation. The suburbs, shopping malls, our interstate highway network, tourism, the high mobility of the population and many other characteristics of American society are inextricably linked to the car and its development. The automotive industry is the nation's largest. Sale and repair of cars, trucks and motorcycles is one of the major ingredients of the local economy.

The series of booklets on "Pictures from the Past" sprang from the minds of two Observer-Dispatch Co. executives, John DiMambro, classified advertising manager, and Frank Tomaino, Sunday metro editor. The first publication in 1985 had no special theme beyond local history; it was followed by a pictorial on railroads last August.

Because this area apparently has more history buffs per square mile than other regions of the United States, the newspaper will continue to seek topics for pictorial histories. Tomaino will welcome your suggestions.

He reports, incidentally, that none of these three booklets would have been possible without the assistance of Douglas M. Preston, director of the Oneida County Historical Society, 318 Genesee St., Utica, and his counterpart, Jane Spellman at the Herkimer County Historical Society, North Main Street, Herkimer. Both societies welcome new members; the only requirement is an interest in history.

John H. McMillan
Publisher

By FRANK TOMAINO

When the gasoline-powered horseless carriage coughed, sputtered and putt-putted into the 20th century, it found the Upper Mohawk Region ready for it.

It was 1886 — one hundred years ago — when German engineers began to build gasoline engines to power their automobiles, and it was 1896 — ninety years ago — when Americans like Henry Ford and Ransom Eli Olds introduced internal-combustion engines to drive their automobiles, instead of steam and electric power.

In many sections of Oneida, Herkimer and Madison counties — including their neighbors to the north and south — horseless carriage enthusiasts had begun to talk about forming an automobile club as early as 1898 and, in 1901, did just that. It was called the Automobile Club of Utica. In 1902, it was one of nine such clubs in the United States to send representatives to Chicago to establish the American Automobile Association (AAA). The other eight were from Philadelphia, Chicago, Long Island, Rhode Island, New York City, New Jersey and two from Midwestern cities.

The Utica club sent industrialist Charles Stewart Mott to represent it.

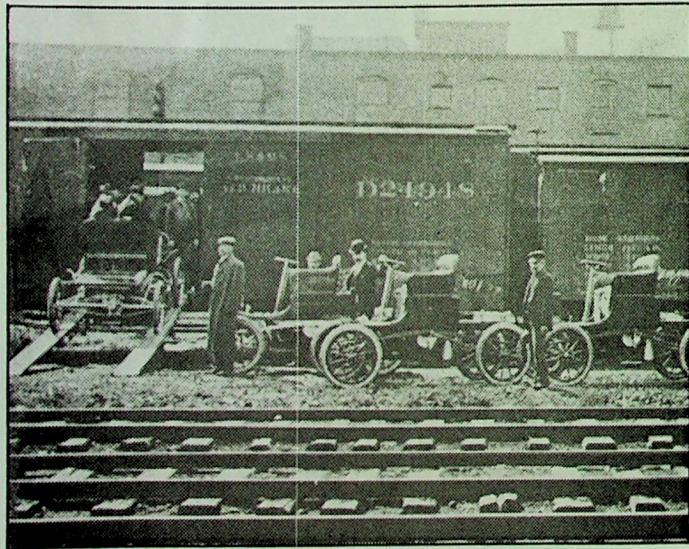
Mott owned and operated the Weston-Mott Wheel Works, a company that manufactured wheels, rims and axles for bicycles and the growing number of horseless carriages beginning to dot roads across the country. Mott's factory was located on what is today Burrstone Road, just west of Faxton Hospital.

Mott went on to become one of the richest men in the world. At one time, he owned 4 million shares of General Motors stock.

Many automobiles were manufactured in the area in the early years of the 20th century, but the companies did not remain in business very long and only produced a small number of automobiles.

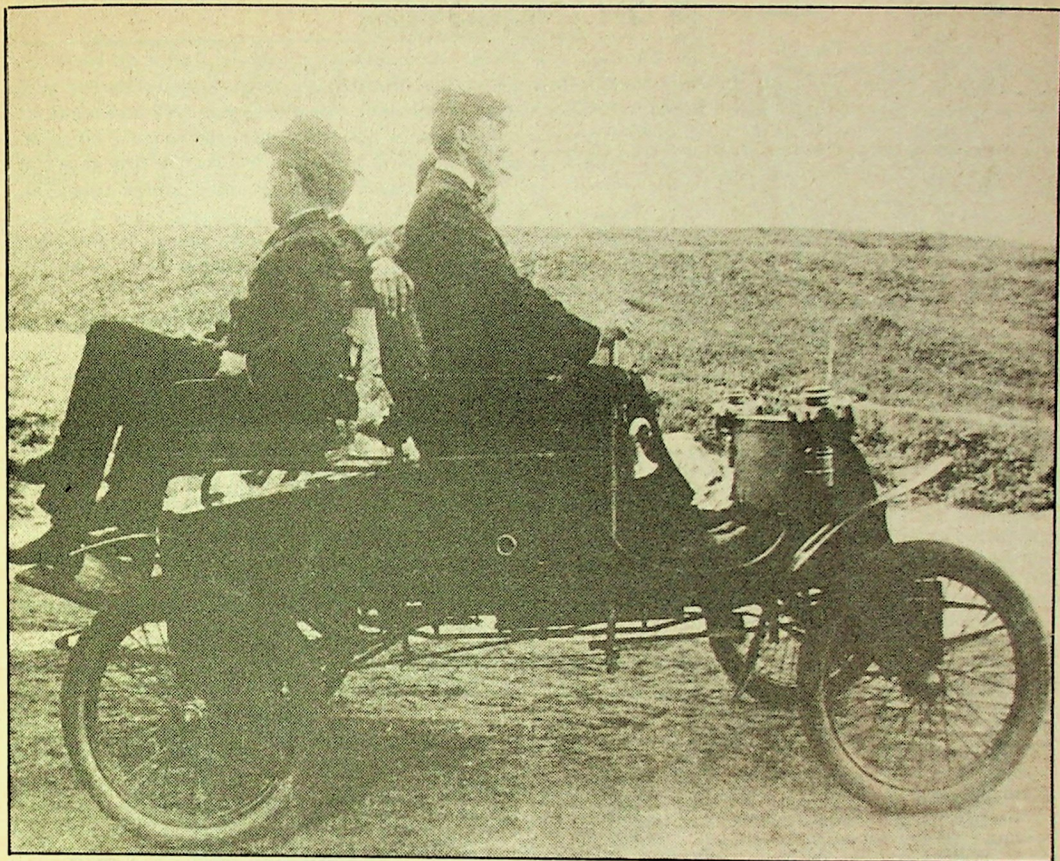
Their names today are forgotten by most people and only rate a paragraph or two in any history written about the area — The Black Diamond Automobile Company, which made Buckmobiles in its factory at 547 Sunset Ave. in Utica; the Elite Steam automobile, made by Utica's D.B. Smith and Company; the Gunn automobile, developed by John K. Gunn of the Utica Pipe Foundry; the Saratoga Tourist, made by the same people who produced the Elite Steamer; the Remington of Ilion and later of Utica; the

(See HISTORY — Page 4)



Courtesy of Mary E. Brower of Marcy

SHIP THEM OUT — It was September 1903 when this shipment of Buckmobiles, made in a factory at 547 Sunset Ave. in Utica, was loaded onto freight cars at Utica's Union Station to be delivered to customers throughout the state.



Courtesy of the Automobile Club of Utica

MOTT IN 1902 — Charles S. Mott, a Utica industrialist who went on to become one of the richest men in the world, wrote on the back of this photo: "My first car was a 1901 Remington made in Utica, N.Y. This photo is of my 1902 Remington, two-cylinder ... dry cell batteries ... plain tubular tires — no inner tubes." Mott, who is on the right, lived in Utica from 1900 to 1905 and was superintendent of Weston-Mott Co., a manufacturer of bicycle wheels and rims. The company was located off Burrstone Road near York Street and the old Burrstone Road Bridge. Just before the turn of the century, it began to manufacture wheel and axle products for the growing number of "horseless carriages." In 1905, at the urging of William C. Durant, Mott moved his Utica firm to Flint, Mich. Durant went on to organize a company he called General Motors and Mott became a director on its board — a post he held until his death at age 97 on Feb. 18, 1973. Mott, while in Utica, was one of the founders of the Automobile Club of Utica, incorporated in 1901. In 1902, Mott, representing the Utica club, met in Chicago with eight other automobile clubs in the country and formed the American Automobile Association (AAA). Mott also was active in Utica's Ziyara Temple Shrine, even years after he left Utica. In 1955 in Utica, he was honored on his 50th anniversary as a member of Ziyara. The Remington automobile he's driving in this photo was made in Utica in 1901. The company was organized by Philo Remington of Ilion, grandson of the man who had founded the firearms company — Eliphalet Remington. The car was first manufactured in a building on the east side of First Street in Utica, between Mary and Blandina streets. In 1902, it moved to a building bordered by Niagara, Broad and Ontario streets in East Utica. The car was not successful and, in 1904, the company went bankrupt. Why? One expert at the time wrote: "Ignition troubles were many. Its carburetors were imperfect and motors lacked the refinement of design ..." Philo Remington later got entangled in many legal battles with his stockholders.

HISTORY

(Continued from Page 2)

Terwilliger Steamer Company of Amsterdam, which marketed a car called the Empire Steamer; the Herkimer automobile, which did not get by the prototype stage and was designed by the James A. Clark Company of Herkimer; the Snyder Steamer, made by the H.P. Snyder bicycle firm of Little Falls; the Maxwell-Fitch automobile, of Rome, which also did not get by the prototype stage; Bailey and Bowne, which built truck bodies on Wiley Street in Utica, and the Foamite-Childs Corporation, which made motorized fire pumers and ladder trucks in Utica before merging with American LaFrance, of Elmira, in 1927.

One company, though, did make it to the big time. It was the Willoughby Company, located for many years at Dwyer Avenue and Turner Street in Utica (near where CharlesTown is today).

Although the company did manufacture one car in 1901-02 — the Willoughby Electric — it gained fame for its manufacture of bodies for automobiles, including Studebaker, Lincoln, Cadillac, Cole, Franklin, Marmon and Rolls-Royce of America.

The Willoughby company prospered in those early years and Edward A. Willoughby remained president until his death in 1913. His son, Francis D. Willoughby, succeeded him.

In the 1920s, the company employed nearly 300 people, most of them skilled workers. They had to be for they were building expensive bodies for America's top automobile manufacturers.

The company's weekly payroll was about \$10,000; skilled workers were earning as much as 75 cents an hour.

But, Willoughby became one of many companies in the country to fall victim to the Great Depression of the 1930s. In July 1938, the company closed its doors for good.

An important chapter in the history of the area's contribution to the automobile industry had ended.

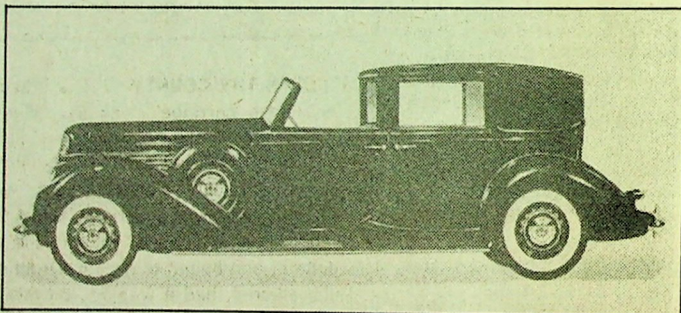
The chapter about Charles Stewart Mott was an important one, too.

Mott was born June 2, 1875, in Newark, N.J. In 1880, his family moved to New York City, where Mott received his early education. In 1888, his family moved to East Orange, N.J., and Mott entered Stevens High School in Hoboken. He graduated in 1892 and entered the Stevens Institute of Technology, majoring in mechanical engineering.

While at Stevens, his father bought I.A. Weston and Company, of Jamesville, N.Y., manufacturers of bicycle hubs and wheels. In 1898, the firm — now called the Weston-Mott Company — moved to Utica.

■ ON THE COVER

The Pierce-Arrow. What a prestigious automobile! And it all began in 1865 when Heintz, Pierce and Munschauer began to manufacture bird cages in Buffalo. George Pierce took over the firm in 1872 and began to manufacture household items. In 1896, the firm began to make bicycles. And, in 1900, a steam car was built by Pierce. In 1904, the firm gave the name "Arrow" and "Great Arrow" to its gasoline-powered cars. The company — until its death on May 13, 1938 — pioneered many items for the industry, including power brakes, hydraulic tappets and fender headlights. The photo on the cover was taken in front of the Utica Motor Car Company on Bleeker Street, across from Chancellor Park. Behind the wheel of the 1906 Pierce-Arrow was Tony Ledermann, who was one of the top mechanics in the area and the man in charge of Utica Motor Car's repair department. In 1905, the Glidden Paint Co. established the Glidden Tours and awarded a trophy to the car able to travel from San Francisco to New York City in the shortest time. The Pierce-Arrow Company of Buffalo entered the tour and "borrowed" Ledermann to ride along on one of its entries to make repairs along the way. Also, the Utica Motor Car Company was an official station on the tour and teams from throughout the world spent a night at Utica's Bagg's Hotel before continuing on to New York City. In the cover photo, Ledermann posed with Glidden officials. It's not known where this 1906 Pierce-Arrow placed, but Pierce-Arrows won in 1905 and for the next four years. Ledermann later opened a Pierce-Arrow dealership at Plant and Hart streets in Utica.



Courtesy of the Onondaga County Historical Society

BODY BY WILLOUGHBY — The body for this Lincoln automobile was made by the Willoughby Company of Utica in its plant at Dwyer Avenue and Turner Street, near where CharlesTown is today.

ca. The company began to manufacture drop-forged axles for carriages and wire wheels for automobiles.

The year 1900 was an important one in Mott's life.

He was named superintendent of Weston-Mott, and, on June 14, he and Ethel Culbert Harding, of New York City, were married. It was the year, too, that the Motts moved to Utica.

In 1900, Weston-Mott had sales of \$149,891, but lost \$1,480.

To the rescue came the automobile. The Olds Motor Car Company of Detroit ordered 3,000 wire wheels from the Utica firm. Later, Cadillac ordered 1,500 axles.

Business began to boom and Mott was making as much as \$100 a month in salary.

In 1905, though, something happened to change his future and the area's future, too.

On June 4, 1905, Mott received a letter from William C. Durant of Flint, Mich. The letter read:

"Would you entertain a proposition of removing or establishing a branch factory at Flint, Michigan, provided the business of three or four large concerns was assured for a term of years? Flint is the center of the automobile industry, a progressive city, good people, with conditions for manufacturing ideal."

(See HISTORY — Page 5)

HISTORY

(Continued from Page 4)

It was a difficult decision for Mott to make. He and his wife enjoyed living in the Utica area. They had many friends and had joined many organizations, including the Ziyara Shrine. But, in September, 1905, Mott signed a contract to move his Utica company to Flint, next to a plant that would soon begin to manufacture Buick automobiles. Weston-Mott of Flint would manufacture all axles for those Buicks.

The company prospered and so did Mott. He was making much money and even entered politics. In 1912, he was elected mayor of Flint.

In 1908, Durant had organized the General Motors Company. In 1913, he bought out Weston-Mott and Mott became a director on the General Motors board. He remained a director until his death at age 97 on Feb. 18, 1973.

Mott accumulated General Motors stock through the years until he owned about 4 million shares and became General Motors' largest stockholder. In 1926, he established the Charles Stewart Mott Foundation to "promote health, education and safety programs." In 1969, it was reported that the Foundation owned \$430 million in General Motors stock.

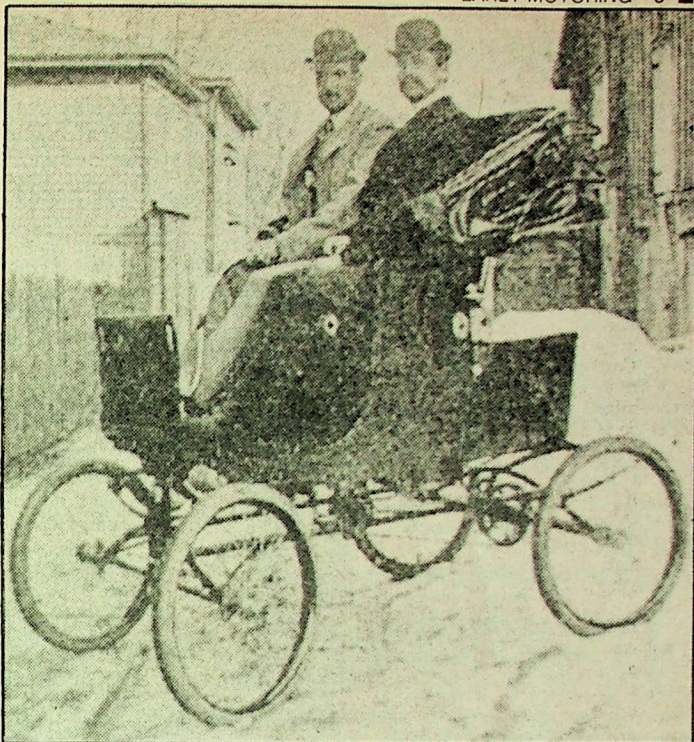
While Mott was prospering in Michigan, the Upper Mohawk Region was doing just fine, too.

Area factories not only were building automotive parts and equipment, but area residents were eager to own horseless carriages. Dealerships began to spring up throughout the area — Miller and Mundy of Utica ... the Utica Motor Car Company ... and dozens of others.

As the years passed, more and more area people were making their livings in jobs related to the automobile industry — places like Powell Muffler, of 729 Broad St. in Utica, which manufactured "blow-out proof" mufflers.

Today, too, many area people depend on the automobile industry for their living — in factories making parts, for dealerships selling automobiles and trucks and in garages and service stations repairing cars and providing gasoline to keep them rolling.

The automobile industry is still an exciting one. But, somehow it just doesn't seem as exciting as it was in those early days of the 20th century, when those newfangled horseless carriages coughed, sputtered and putt-putted into the lives of all Americans and changed their lives forever — and the lives of the people who called the Upper Mohawk Region their home.



Courtesy of the Oneida County Historical Society

FIRST IN THE COUNTY — The first resident of Oneida County to own a "horseless carriage" was Dr. Willey L. Kingsley, of Rome. It was a Locomobile steam runabout and, in April 1900, Kingsley posed for this photograph for Utica's "Saturday Globe" newspaper. Kingsley was at the tiller on the left. William Walker was his passenger. The Locomobile company was incorporated in June 1899 in Watertown, Mass., when A.L. Barber and J.B. Walker bought the manufacturing rights to the Stanley Steamer and began to produce it as a Locomobile steam runabout. It was tiller-steered, had a welded "bicycle" frame, carriage body, two-cylinder engine and a 14-inch boiler. And did it ever use water to produce steam! The boiler had to be refilled every 26 miles. On April 7, 1900, the "Saturday Globe" published the above photo with this article: "The first locomobile or horseless carriage to be owned by a resident of Oneida County arrived in Rome the other day, it having been ordered several months ago by Dr. W. L. Kingsley. A Utican also has a locomobile, which arrived later. Dr. Kingsley says that as soon as the roads are in condition, he will run down to Utica and try our asphalt streets. His carriage is 550 pounds' weight, which is light for one of this kind, and is a very handsome turnout. The tires are pneumatic single tube. The boiler weighs 105 pounds and is tested to 600 pounds' pressure, being located under the seat. The fuel used to generate steam is gasoline. The cylinders of the engine run at an average speed of about 350 revolutions a minute and develop from four to five horsepower. The carriage is finely equipped for hill climbing and one supply of gasoline is good for 100 miles. On a smooth road, the carriage may run 30 to 40 miles an hour." The asphalt streets in Utica that Kingsley wanted to try out had to include Rutger Street since it was the first street in the city to be paved with asphalt. That was done in 1886. Prior to that, streets were either unpaved or paved with such material as cobblestone, wood or macadam.

Routes west followed the Mohawk

'Turnpike Era' began at the turn of the 19th century

By KIM LANDON

Travelers passing through the area before 1800 had essentially three choices for their mode of transportation: horses, oxcarts or boats. The horses or oxen would carry one along the popular Indian trails that followed the Mohawk Waterway, or the boats would take the river itself.

It's not a coincidence that even today the major route west through New York State — the Thruway — follows the banks of the Mohawk. That path has been the natural one to follow from Albany to the Niagara Frontier since long before white men traveled it, and tracing its history provides a framework for examining the growth of all major roads through the Mohawk Valley.

Local historians report that, although many horses and carts traveled the Indian paths once white settlers began moving west, most preferred the water route for comfort and convenience. Therefore, the first improvements made in the route west was to the waterway in 1796 when the Western Inland Lock Navigation Company built a canal around the falls at Little Falls and across the Carrying Place at Rome. This allowed for increased travel by passenger boats from, for example, Utica to Schenectady, a 24-hour trip.

There were few major roads through Oneida County at the turn of the 19th century. One had been financed by Congress in 1792. It was a "post road" or mail route from Albany to Whitesboro, one of the more sizeable area settlements at the time. Another was Whitesboro Road, providing a route between the village of Utica and Whitesboro over what is now Varick and Court streets.

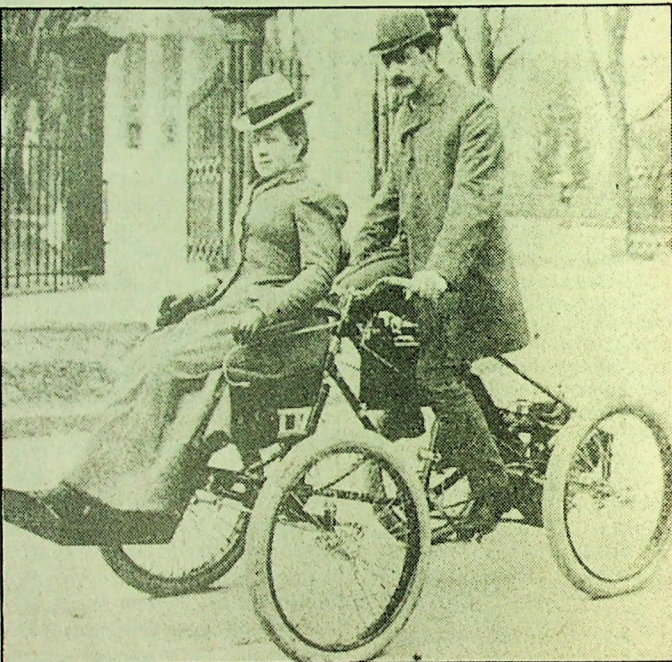
As settlements grew, however, and the need to travel west increased, roads took on more importance and, of course, enterprising businessmen stepped in to fill the need. The turn of the 19th century became known as "the turnpike era" as road building companies got permission to clear roadways along some of the popular travel routes. Most of today's major roads follow the paths of those early turnpikes. For example, the Genesee Turnpike went from Utica to Whitesboro, Oriskany and Fort Stanwix — the same as today's Route 69. Seneca Turnpike, or Route 5, still bears the name of its ancestor which provided travelers a better route from New Hartford to Kirkland, Vernon, Oneida Castle and eventually west to Syracuse.

The history of Route 20, or the Cherry

Valley Turnpike, is practically a history of the turnpike movement itself. In 1799, New York State allowed the First Great Western Turnpike Company to build a road 52 miles from Albany to Cherry Valley. Two years later, the Second Great Western Turnpike Company added the stretch from Cherry Valley to Coopers-town and Sherburne. And finally, in 1803

John Lincklaen, a Holland Land Company agent based in Cazenovia, formed the Third Great Western Turnpike Company to take the road on to Cazenovia and Manlius. This section was completed in 1811.

Turnpikes filled the travelers' needs as best as could be done at the time. They (See ROUTES — Page 8)



Courtesy of the Oneida County Historical Society

WAS IT OR WASN'T IT? — When Utica's well-known couple, Mr. and Mrs. Charles H. Broadbent, took their funny-looking vehicle for a drive along Whitesboro Street in 1900, pedestrians — and horses, too — stopped, looked, listened and shook their heads in astonishment. Was it a bicycle? Was it one of those new horseless carriages? What was it? What it was was a 1900 Autogobicycle, manufactured in Waltham, Mass., by Charles Metz. In the early 1890s, Metz began to make Orient bicycles and, later, Orient cars. In 1899, he imported a gasoline-powered engine from France, installed it in his Orient car and began to sell it as an Autogobicycle. On May 5, 1900, Utica's "Saturday Globe" newspaper published this photo of Mr. and Mrs. Broadbent with the caption: "Well-known Uticans with a novelty in horseless carriage." An article accompanied the photo and said: "A novelty in the line of horseless carriage has attracted considerable attention as it darts about the city streets this past week. In appearance it somewhat resembles a regulation automobile, but there are features about it that suggests a bicycle. It is known as the Autogobicycle and has been operated since it came to Utica by Charles H. Broadbent, for whom it was sent by the Waltham Manufacturing Co. The weight of the Autogobicycle is 350 pounds and it is run by gasoline motors of two-and-a-half horsepower. It can run as slowly as desired or a speed of 25 or 30 miles an hour may be developed. It is valued at \$600. The photo was taken in front of the State Hospital."

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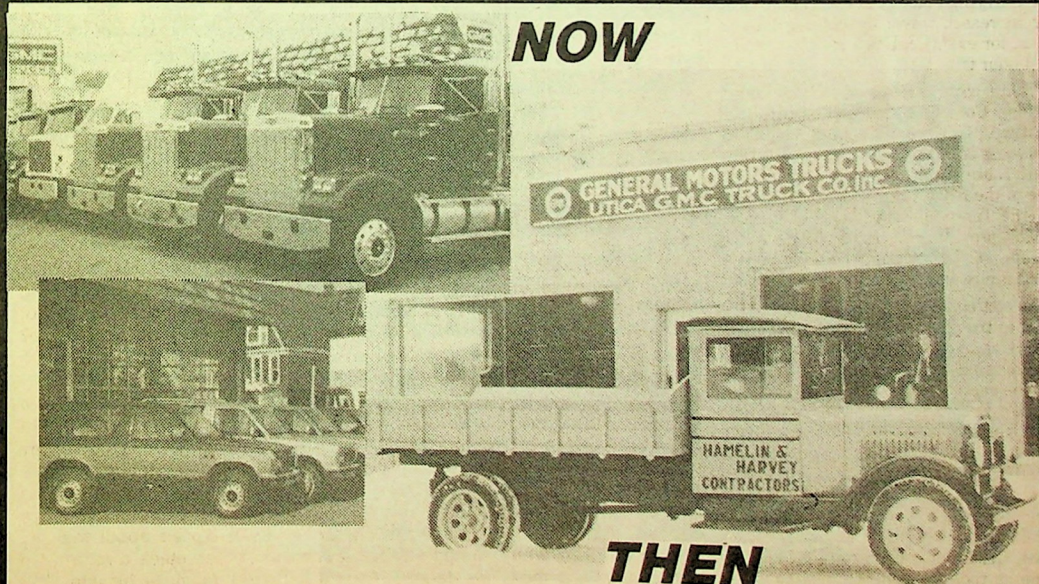
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ROUTES

(Continued from Page 6)

were, however, plagued by flooding, mud and washouts at least annually, and the resulting ditches and ruts made turnpike travel hazardous much of the time.

While all of this road building was going on throughout the state, another group of citizens was getting progressively frustrated by the lack of a fast, inexpensive route from Albany to Sacketts Harbor on Lake Ontario. These were the armies fighting the War of 1812 and they were finding it nearly impossible to transport their heavy cannons north from the Hudson River. Although it came too late to help the war effort, the Erie Canal was built in response to that problem.

The importance of the Mohawk Valley as a transportation route can again be seen in the fact that the stretch of the Erie Canal between Utica and Rome was opened and carrying boats in 1819, six years before the rest of the canal was operational. The canal created an incredible economic boom in Oneida County. Commerce in Utica was in such high activity that by 1845, seven more canals had been built, joining the Erie at Utica with such places as Binghamton and Lyons Falls.

It probably goes without saying that this economic frenzy created as huge a demand for roads as for waterways, and the turnpikes were just not reliable as routes of trade. In an effort to address the problem of road washouts, plank road companies were formed to "pave" the roads with wooden planks. Some of the major local plank roads—forerunners of some current highways—went from Deerfield to Remsen, Utica to Rome, Schuyler to Frankfort and New Hartford to Waterville. Unfortunately, the plank roads held up little better than the turnpikes themselves and this era in roadbuilding was short lived.

Fortunately for the future of transportation, two developments occurred in the late 19th century that led finally to a system of hard-paved, wide roads throughout the Mohawk Valley and elsewhere. First, materials such as cement and macadam became available to pave roads with a smooth, hard surface. And, second, the bicycle was invented and became extraordinarily popular, leading to a national lobbying effort to have the states provide hard surfaces on

which wheelmen could practice their avocation. In fact, according to Robert A. Smith's "A Social History of the Bicycle," the League of American Wheelmen, an association of bicycling enthusiasts, in 1889 added to their organization the Committee on the Improvement of Highways in order to lobby in various states for the building of hard-paved roads.

Ironically, it was the farmers who were most opposed to paving over their country roads. Although they would have benefited from a more reliable route to market, farmers feared the expense. Plans at the time called for assessing the farmers a share of the road construction costs based on the amount of land they owned along the road. An anecdote from the time period perhaps best illustrates the practical farmer's outlook on the road problem. The story has it that a traveler came along and found a man buried to his chin in a large mud hole in the middle of the road. When the traveler asked the man if he needed help, the man replied, "No, I'm all right. I'm standing on the back of my mule."

Eventually, however, it was not the farmers who paid for the paved roads, but all taxpayers. In what was probably the first of many New York State roadbuilding efforts, the state passed a \$50 million bond issue for roads in about 1906. Instrumental in that effort was Utica lawyer W. Pierrepont White, who was dubbed at the time "the father of good roads in New York State." In his post as secretary of the Oneida County League for Good Roads, White authored numerous pamphlets outlining the need for road improvement throughout the state, as well as his proposals for achieving that goal. A descendant of Whitestown founder Hugh White, W. Pierrepont White served as Oneida County superintendent of highways from 1905-07 and continued his efforts, as he put it, "to get the farmer out of the mud."

White's efforts came at a time when gasoline-powered vehicles were beginning to populate the streets and it wasn't long before the Mohawk Valley, as well as the rest of the nation, was in love with the automobile. The question of the need for good roads became moot. The only questions remaining were where to build them and how fast could they be done. In his 1912 history of Oneida County, Henry

J. Cookinham wrote, "At the present time there is no other thought in the public mind except to perfect our highways as rapidly as they can be economically constructed."

By the 1920s and 1930s, the automobile had replaced the trolleys that had become popular in the 1890s. Roads were being torn apart to remove the trolley rails and provide a smoother automobile ride. By World War II, most state and county roads had been hard paved, but it wasn't until after the war, in the 1950s, that the nation became crisscrossed with four-lane highways.

Still a hub of commerce in New York State, it was natural that the Mohawk Valley would be the site of some major highway construction. A 1950 state master plan for highways called for five arterial routes to pass through Utica. These followed the paths of many of the old turnpikes and plank roads and established the transportation routes that are most familiar to us today. The four routes in the 1950 plan were:

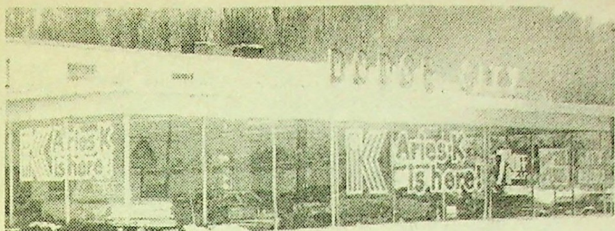
- The Mohawk Valley Thruway, an extension of the Thruway west with an interchange at Utica linking up with Oriskany Boulevard and a new north-south arterial.

- The extension of Sauquoit Valley Road south to relieve traffic on Oneida Street. This is today's Route 8 South.

- A north-south arterial from Routes 5 and 12 west of New Hartford to Route 12 North.

- A connection between Riverside Drive (Route 49) and Herkimer Road (Route 5).

These highways were followed by a new Route 49 to Rome in 1961 and improvements to Route 5S, Route 12 North and South, and Route 5 by 1971. Today, the history of Oneida County's roads is being made before our eyes, with the massive Marcy-Utica-Deerfield (MUD) project under way and efforts being led by local citizens to turn Route 8 into a major route south. As one waits disgruntled for work to progress at these construction sites, one might reflect a moment with gratitude that early paved-road proponents did not take that farmer at his word when he said, "I'm all right. I'm standing on the back of my mule."



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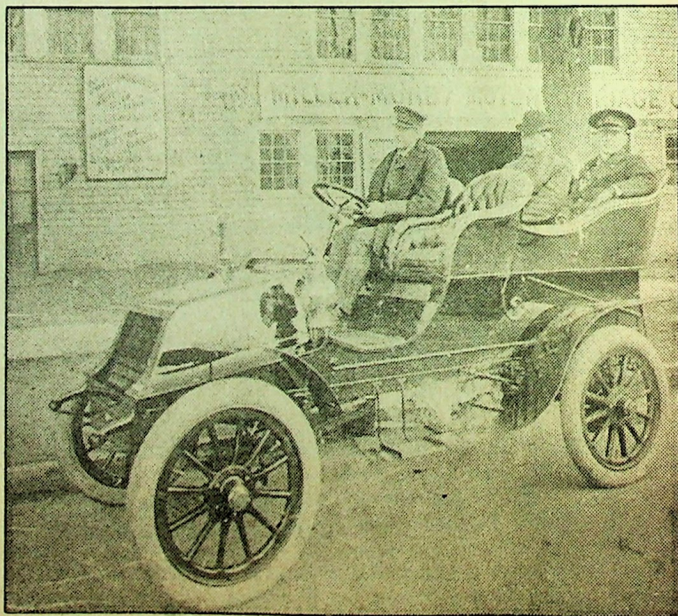


Photo by Lester Wiedrick, courtesy of Neal Smith of Rome

HOME AGAIN — This 1906 Rolls-Royce "Silver Ghost" has gotten around. It was bought new in 1906 by Samuel Stevens Sr., of Rome. It cost about \$5,000. The Stevens family was a prominent one. In the 19th century, Jim Stevens founded the Merchant Iron Mills in Rome. His son, Samuel Stevens Sr., was a well-known race car driver. He and his wife, Lucy, had five children, including Samuel Jr., who, in the 1920s, opened a machine shop in Rome. In 1947, the Stevens family sold the 1906 "Silver Ghost" to an antique car collector. The car later was acquired by Winthrop Rockefeller, and still later by his brother, soon-to-be New York governor, Nelson A. Rockefeller. Today, the car is owned by a group called the "Club 23 Associates" — 23 people in the New York City and New Jersey area. On Oct. 4, 1986, members of the Stevens family — now scattered throughout the country — returned to Rome to show younger family members the Stevens Mansion, on North Washington and Embargo streets. Today, it houses the Rome V.F.W. Post 2246. The "Club 23 Associates" made the reunion complete by lending the "Silver Ghost" for the occasion. At the reunion, in the photo above, were, from left: Leslie Stevens Walker (Samuel Stevens's niece), Samuel B. Stevens III (his son), Ana Stevens (his daughter-in-law), Michael Stevens (his nephew), Samuel B. Stevens Jr., Carmen Handy Stevens (his wife), and Will Stevens (his nephew). By the way, the "Silver Ghost" today is valued at more than \$1 million.

Oneida County Historical Society

NOT A HORSELESS CARRIAGE — In 1891, Alexander Winton built his first automobile. In 1899, he and a reporter from the "Cleveland Plain Dealer" traveled to New York City. The reporter, Charles Shanks, sent daily reports back to Cleveland, always referring to the vehicle as an "automobile." Cars had been called many things, but it was Shanks who popularized the word "automobile." On Feb. 11, 1924, Winton went out of business. The photo on the right was taken in 1903 in front of the Miller-Mundy Motor Carriage Co. on Oneida Square. Francis P. Miller and Harry Mundy were in a 1903 Winton. The two men had formed their company in 1901 and began to sell White steamers and Pierce-Stanhope cars. In 1905, the company moved to Bleeker Street, just east of John Street. Later, Mundy sold his interest to Edward J. Otis. The company's name was changed to the Utica Motor Car Company.



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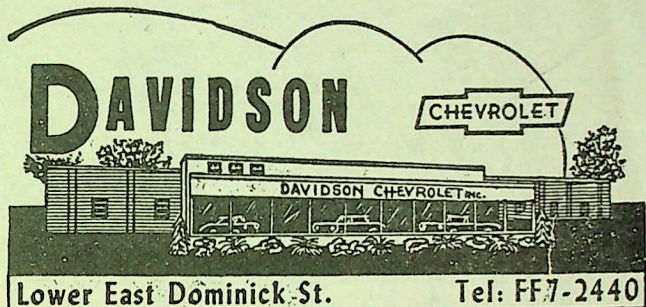
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Back in the fall of '61 when NAVELLI Cadillac-Oldsmobile celebrated their Grand Opening, uniformed policemen were used to keep the traffic up on Black River Blvd. in Rome moving steady. With all the new cars and bright lights, Rome welcomed the newest of GM dealers. Since then, the dealership has expanded to a newer modern facility on E. Dominick Street in Rome and taken on Pontiac cars and GMC Trucks to become one of the larger dealerships, not only in Rome, but in Central New York.



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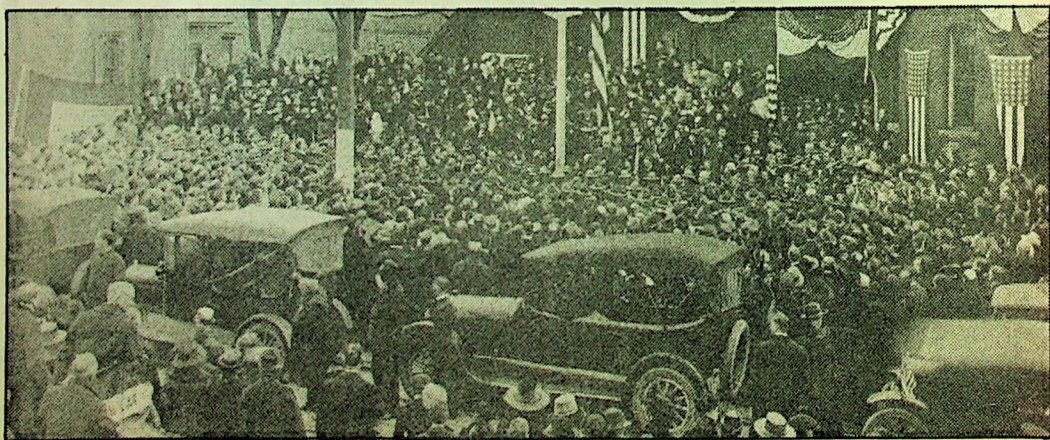
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Courtesy of Duane E. Holdridge of Edmeston

HEADING FOR A PICNIC — This Mack truck was built in about 1910 and was owned by Utica's Roberts Hardware Co. Ray Holdridge, who lived on Mary Street in Utica, was behind the wheel of the chain-driven truck and prepared to take employees to the company's annual outing. The Mack company was founded by John and Augustus Mack, who later were joined by their three brothers — Charles, Joseph and William. In the 1890s, Mack began to make wagons and bodies for new "horseless carriages." In 1900, it built and sold a 20-passenger open-air bus and the next year built eight buses and trucks. The rest is history. Its powerful "Bulldog" truck built in 1915 was so popular and powerful, Americans, wanting to describe something solid and well-made, began to use the phrase, "Built like a Mack truck." Roberts Hardware, today located on Broad Street in Utica, was founded in the early 1840s when Thomas and George Wood merged their hardware stores. They invited Thomas Wood's clerk, John Roberts, to be a partner. Later, when the two Woods left the firm, Roberts was joined by his brother, Henry. In the 1880s, the firm became known as Roberts Hardware.



Courtesy of the Herkimer County Historical Society

THE WAR IS OVER! — The First World War ended on Nov. 11, 1918. America's doughboys began to leave Europe and head home. In April 1919, in front of the State Armory in Mohawk, thousands celebrated the return of members of the state National Guard's Company M. The unit had fought many battles in Europe and was part of the famed 27th Division. Today, the armory houses Mohawk's YMCA. In the photo above, the third car in the line of cars (in the center), was a 1918-1919 Dort touring car. The Dort Motor Car Company was founded in 1915 in Flint, Mich., by Josiah Dallas Dort. The cars were built until 1925. Most of the Dorts were assembled in Canada and cost about \$1,000. More than 30,000 were sold in 1920. In 1924, the company went out of business and its factory was sold to A.C. Spark Plug.

Thank You for finding us easy to deal with.

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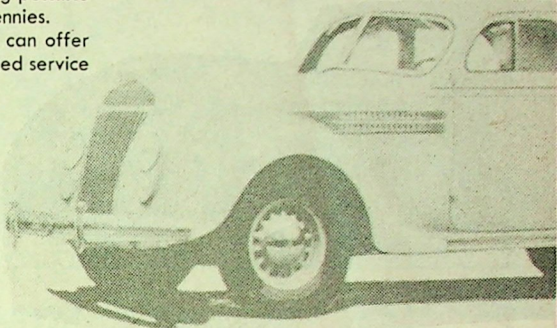
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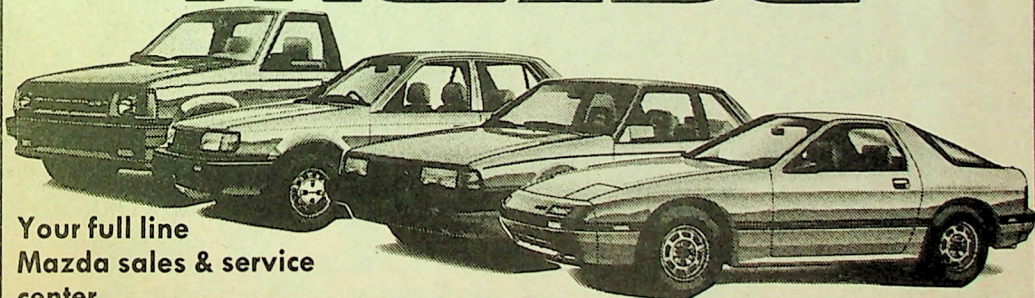
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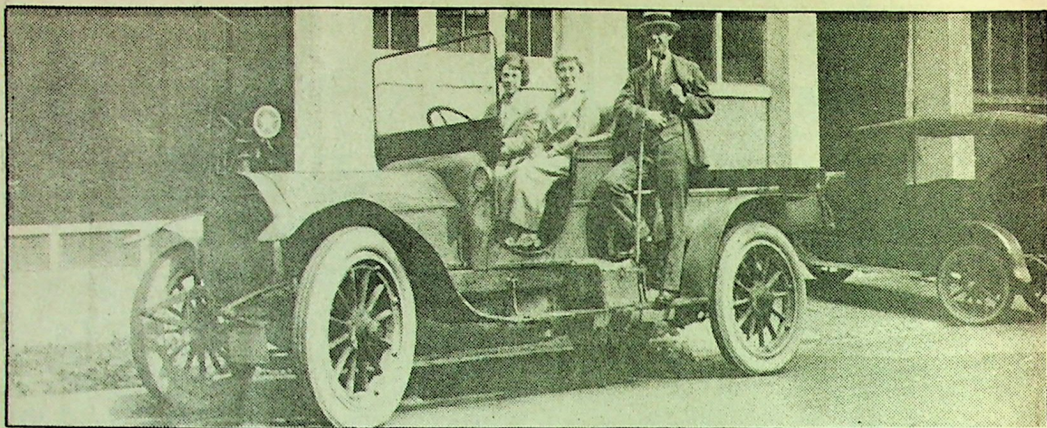
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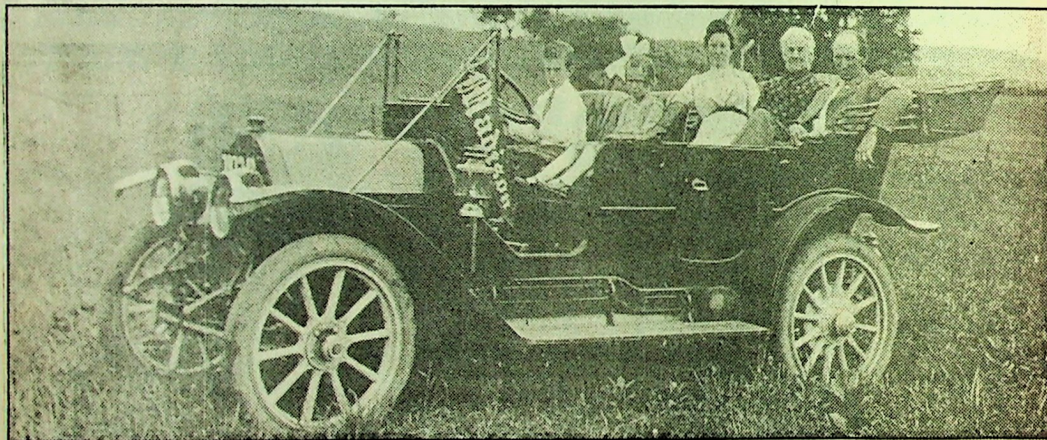
Marcy





Courtesy of Catherine Healy of Utica

SERVICE WITH A SMILE — This photo was taken in 1924 at the Pierce-Arrow dealership at Plant and Hart streets in Utica owned by Tony Ledermann. Ledermann, for years, was one of the top mechanics in the area. He was in charge of the repair department at the Utica Motor Car Company on Bleeker Street (across from Chancellor Park) for many years and then opened a Pierce-Arrow dealership at Plant and Hart. In this photo, sitting in a 1908 Pierce-Arrow service truck, was, from left, Catherine Hammes, Nellie Byrnes and Fred Rath. Hammes, who is now Catherine Healy and who owns this photo, was a secretary for the Ledermann dealership. Byrnes was the firm's bookkeeper and Rath was a salesman. In 1927, Rath was elected mayor of Utica.



Courtesy of Mrs. Leon Dapson of Oriskany Falls

FOR THE FOUNDER — In about 1700, Detroit was founded by the French explorer, Antoine de la Mothe Cadillac. In 1843, Henry Martyn Leland was born in Vermont. Cadillac later returned to France and retired. Leland, a toolmaker who had developed a hair clipper for barbers in the 1880s, moved to Detroit in 1890. He had designed a powerful internal-combustion engine for the Olds Motor Works (for its Oldsmobile), but it was rejected by company officials. In 1902, Henry Ford and his financial backers hired Leland and bought his engine for a new company they had formed and named after the French explorer — the Cadillac Automobile Co. The first Cadillac, in 1903, was a hit. More than 2,000 had been made and they sold out the first week. The car was a gem — sleek, sturdy, a single-cylinder engine developing 10 horsepower and a two-speed planetary transmission. It cost \$750. In 1909, the company was sold to General Motors. In 1912, the Cadillac became the car that "needed no crank" since it came equipped with a Delco self-starter developed by engineer Charles F. Kettering. The 1914 Cadillac touring car pictured here was owned by Burt Bridge, father of Mrs. Leon Dapson of Oriskany Falls, who owns this photo. The car sold for about \$2,000. Its four-cylinder engine developed about 60 horsepower. About 14,000 of the 1914 Cadillacs were sold.



HOME AND BUSINESS FOR 30 YEARS - Carbone Motors was on this Bleecker Street corner for more than 30 years, outlasting the Graham Paige and Studebaker companies whose cars it sold. The family lived in the apartment above the dealership.

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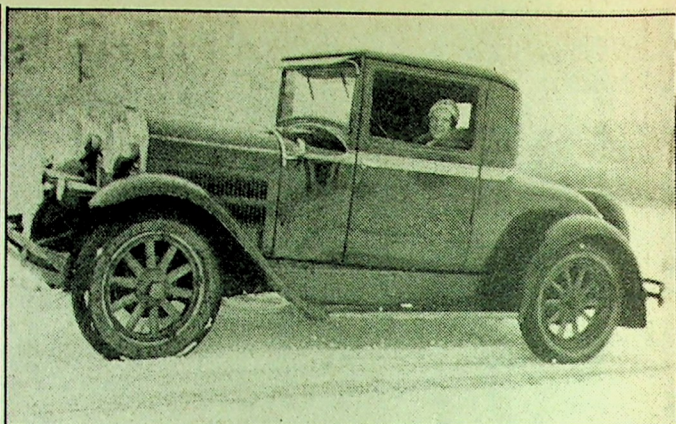
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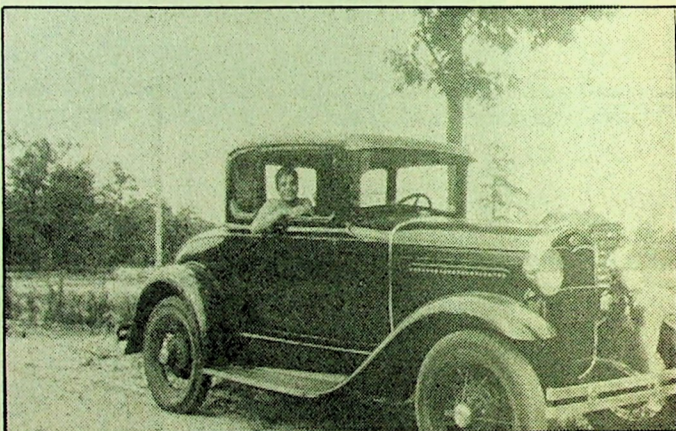
From John Dizer Jr. of Utica

A "TIN LIZZIE" — This 1925 Ford Model T was nearly 40 years old when this photo was taken in the spring of 1964 on Ridgecrest Road on Deerfield Hill. It was owned by John Dizer Jr., former dean of technology and business at Mohawk Valley Community College. The car was in disrepair when he bought it and he spent many hours restoring it. The car had a four-cylinder engine, a gas tank under the front seat, a fabric top and a planetary gearbox fitted to a flywheel and operated by three pedals — brake, reverse and low-high. The accelerator was hand-operated off the steering wheel. The windshield was in two halves so that the driver could swing open one half during the summer months. He also said that the car had no fuel pump and depended on gravity to move gasoline from the tank. If the gas level got too low, Dizer discovered that the only way he could get up Deerfield Hill was to back up, to shift the gasoline to a corner where the tank outlet was located. The Ford Model T was introduced on Oct. 1, 1908. By the time it was replaced by the Model A in 1927, the number produced and sold reached 15,007,033. In 1909, some 18,664 Model T's were sold for \$950 each. A year later, the number sold increased to 34,528 and the cost dropped to \$780. In 1913, Henry Ford began to use a new method to mass produce the Model T. It was called assembly-line production. Soon, the "Tin Lizzie" — as the Model T was affectionately called — could be assembled in 93 minutes at the Ford assembly plant at Highland Park, Mich. The result: the Model T became the country's first family car. It was bought by millions at a cost as low as \$295. The Model T could reach speeds of 40 mph. Dizer's car is now in Virginia, being run by his son, John Dizer III. By the way, Dizer's Model T was black. It is reported that Henry Ford once said: "You can have your Model T in any color you want, provided it is black."



Courtesy of Francis J. Kocyba of Whitesboro

THE YEAR WAS 1929 — This 1929 Essex coupe came with a "rumble seat, cigar lighter and utility trunk." The rumble seat was a folding seat in the rear of a car not covered by the car's roof. The coupe sold for about \$700. This photo was taken in 1931 on Champlin Avenue, about where the St. Luke's-Memorial Hospital Center is located today. Behind the wheel is the owner's (Francis J. Kocyba) fiancée, Rose Fryc. They've now been married for 53 years.



Courtesy of Mary Servello Hendrick, of Utica

HERE COMES THE MODEL A — The popular Ford Model T died in 1927. Henry Ford closed his plant for six months to prepare for his new car — the Model A. This photo shows Mary Servello Hendrick, of 231 Lansing St., Utica, in her 1929 Model A. The new Ford was a more complex machine than the Model T. The "A" had about 6,800 parts; the "T" had fewer than 5,000. The "A" also was twice as powerful with its 40 horsepower engine that could move the vehicle as fast as 65 mph. In the four years — 1928 to 1931 — the Model A was in production, it sold for about \$500. And, despite the Depression, about 4¼ million were sold. No doubt about it, Henry Ford had found a worthy successor to the Model T "Tin Lizzie." In 1932, he took another giant step forward in the automobile manufacturing business when he introduced the Ford V-8 engine — the engine that would power most Fords for the next 21 years.



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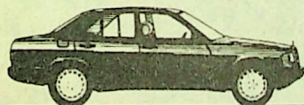
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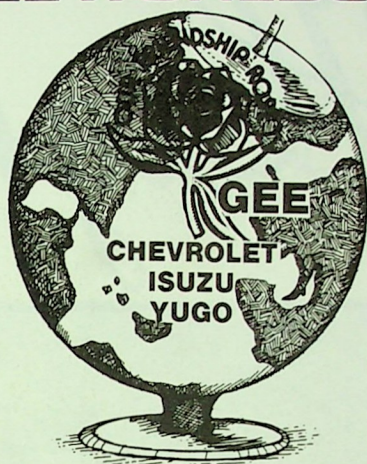
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Courtesy of Ruth F. Georg of Utica

A MAN, HIS BUSINESS AND HIS CAR — The man, in the center, was Emil J. Georg. His business was selling coal and wood from his offices, trestle and yard at 1030 Erie St. in Utica. His car, peeking out of its garage, was a 1927 Packard that he had bought in March 1927 for about \$1,800. This photo was taken on Aug. 10, 1927. The 1927 Packard was a big, powerful automobile with its straight-eight (cylinders) and its aluminum pistons and turbo-head combustion chamber producing 109 horsepower. The Packard line of automobiles was born in 1899. Brothers William and Dowd Packard founded the company in Warren, Ohio. For years, it was one of the most popular cars in the country. With the end of World War II, Packard resumed production of its popular Clipper 6 and 8, a handsome line introduced in 1941. But, the company could not regain its former popularity. In 1954, it merged with Studebaker. In 1956, it sold only 13,000 cars. In 1958, the Packard trademark ceased to exist. In the photo above, the man on the left was Andrew Hurstell, Georg's uncle and bookkeeper. At right was Emil Georg Jr. The senior Georg, who was born in Utica in 1871, was in the coal business most of his life. Before the turn of the century, he was a well-known champion bicycle racer. In fact, on Aug. 11, 1903, at the old Utica Park at the east end of Bleecker Street, he and his brother-in-law, Frank J. Jenny, set a world record in the half-mile race for a tandem bike — 58 seconds flat! In 1900, he bought his first automobile, a Ford. In May 1909, he bought a touring car and noted in his diary that it cost \$850. The total cost jumped to \$1,007 when he bought several extras, including a front glass window for \$30, a searchlight for \$36, a speedometer for \$25 and a dust top cover for \$6. He had a gasoline storage tank installed in the ground next to his offices on Erie Street. Fifty gallons of gasoline to fill the tank cost him \$6.

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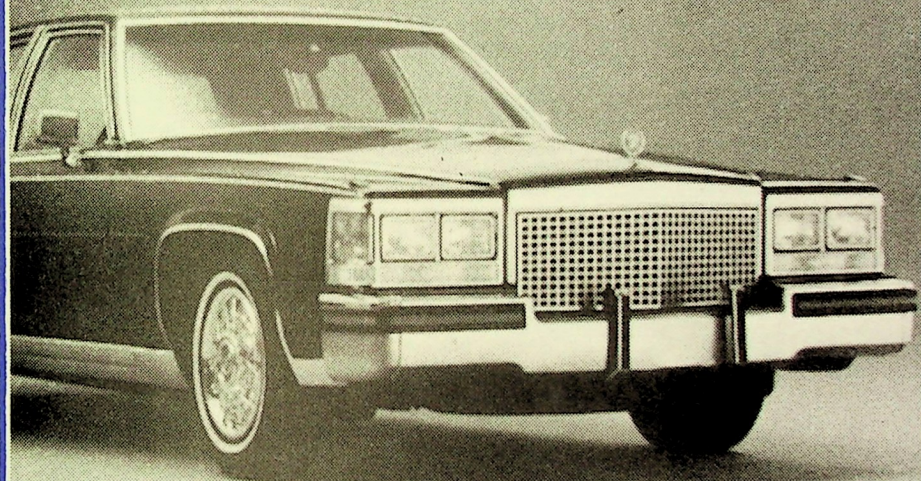
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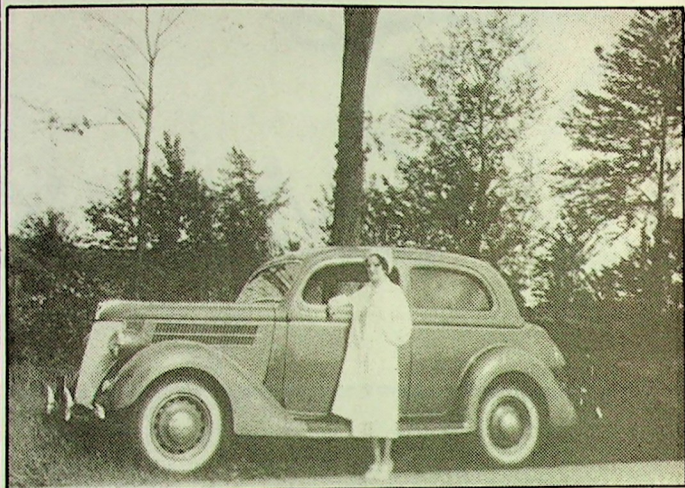
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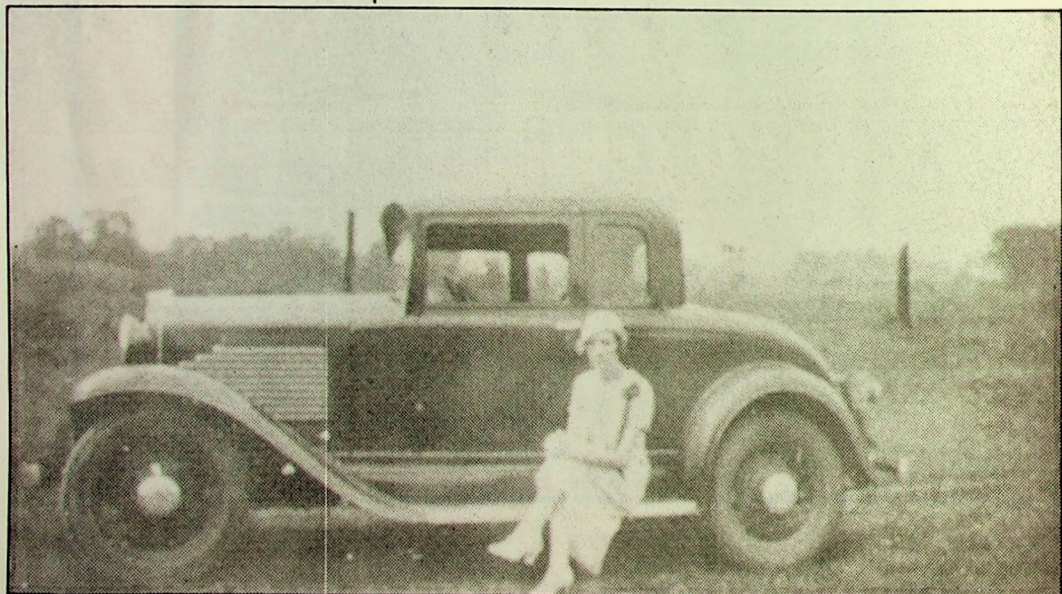
From John F. Tupaj, Utica

PLENTY OF ROOM FOR PASSENGERS — This 1928 Hupmobile sedan could easily seat seven passengers. This photo, with Joseph Tupaj, was taken in 1932 in the 1000 block of Jay Street in Utica. Hupmobiles were built from 1909 to 1941. The company was founded in Detroit by Robert and Louis Hupp. The car was popular during the 1920s, but was hit hard by the Depression in the 1930s. Sales began to drop and, in the late 1930s in a financial arrangement, Graham-Paige began to manufacture the Hupmobile. The last Hupmobiles were built in July, 1940 and sold during 1941.



Courtesy of Catherine Healy of Utica

THE LAST YEAR — 1936 was the last year Ford placed its headlights off the fenders of its cars. In its 1937 models, Ford mounted its headlights in the front fenders. This photo of a 1936 Ford was taken in Utica in 1936. Mrs. Carl Hammes of Utica is in the photo. The car sold for about \$550.



Courtesy of Richard F. Davies of Remsen

THE WILLY SIX 97 — This photo of a 1931 Willys, Model 97, was taken in Ava in 1932. The car, which sold for \$801, had a rumble seat and a spare tire mounted on a wheel-well in the right fender. Its six-cylinder engine developed about 65 horsepower. The woman in the photo is Gladys E. Davies. The history of the Willys-Knight automobile began in 1909 when the Overland Company of Toledo was being managed by John North Willys, formerly of Elmira. The first car to carry his name was the 1914 Willys-Knight, a car that was powered by a Knight engine. The Willys and the Willys-Knight were popular automobiles in the 1920s and 1930s. John Willys retired in 1929, became U.S. ambassador to Poland in 1930 and two years later returned to his company in Toledo. He died in 1935. During World War II, the Willys company, together with Ford and Bantam, manufactured a "general purpose" vehicle for the army. The "General Purpose" or GP sounded like "jeep" so that what it became — the Jeep.

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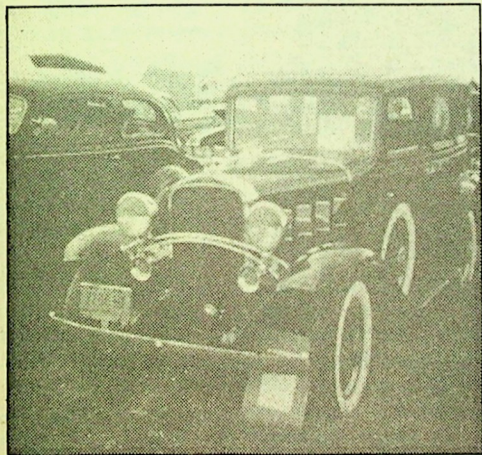
Courtesy of the Herkimer County Historical Society

HERKIMER 1926 — This photo was taken along North Main Street in Herkimer on July 2, 1926. The view is looking south. Most of buildings are still up today — the Palmer House on the right and the Vankirk Apartments on the left. The parked automobile on the left is a 1925 Essex coach. It sold for about \$900. The Essex was a popular car built from 1919 to 1932. It has been written that it got its name when the company's officers decided they wanted a "fancy, high-class name." They studied maps of Europe and when they spotted Essex County in England — near London — they agreed they had found the name for their new car. The Essex was the talk of the country during its first year on the road. In August 1920, four Essexes were driven coast to coast in an average of four days, 21 hours and 32 minutes. In 1922, Essex introduced a four-passenger coach for \$1,495 — the "lowest-priced closed car in America." The Essex was built by the Hudson Motor Car Company. In 1932, Hudson introduced the Essex Terraplane. In 1933, the Essex name was dropped and the car became known as the Hudson Terraplane.



Courtesy of Frank H. Schroeder of Utica

IT WAS A FIRST — The 1937 Ford V-8s were the first Fords to have their headlights mounted in the front fenders. This photo, taken in 1946, shows Frank H. Schroeder of Utica in front of his 1937 Ford, parked in his backyard off Herkimer Road in Utica.



Courtesy of Jack Haltiner of Clinton

CHANGING STYLES — The 1932 Chevrolet differed from the 1931 model in many ways, including having a longer hood, rubber engine mounts, a built-in radiator grill and deep crown front fenders. Standard equipment included a sun visor and adjustable seats. Most models sold for about \$495. The 1932 Chevy pictured here was bought in 1972 by Jack Haltiner of Clinton. He restored it and now drives it to area "classic car" shows. It has six cylinders, seats four comfortably and features two spare tires mounted on the sides of the car. The 1932 Chevy produced about 60 horsepower.

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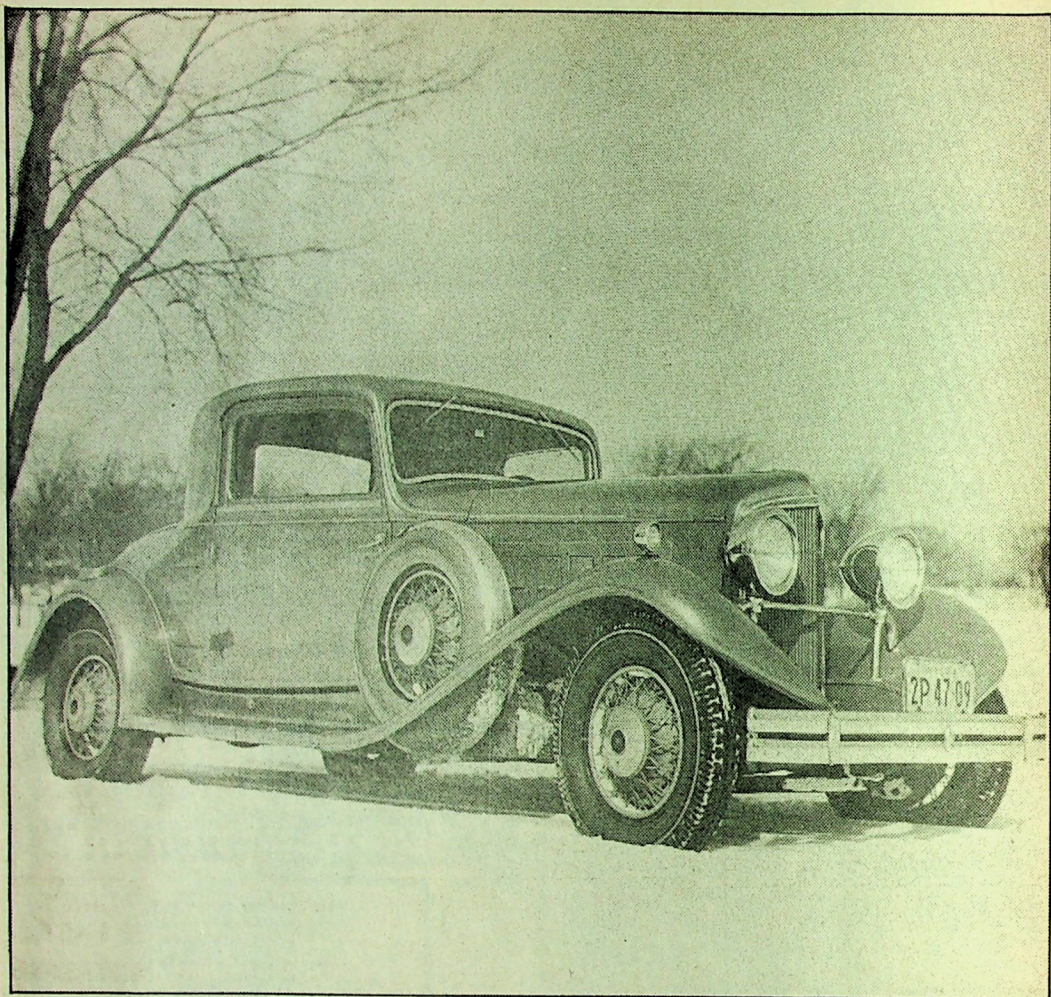
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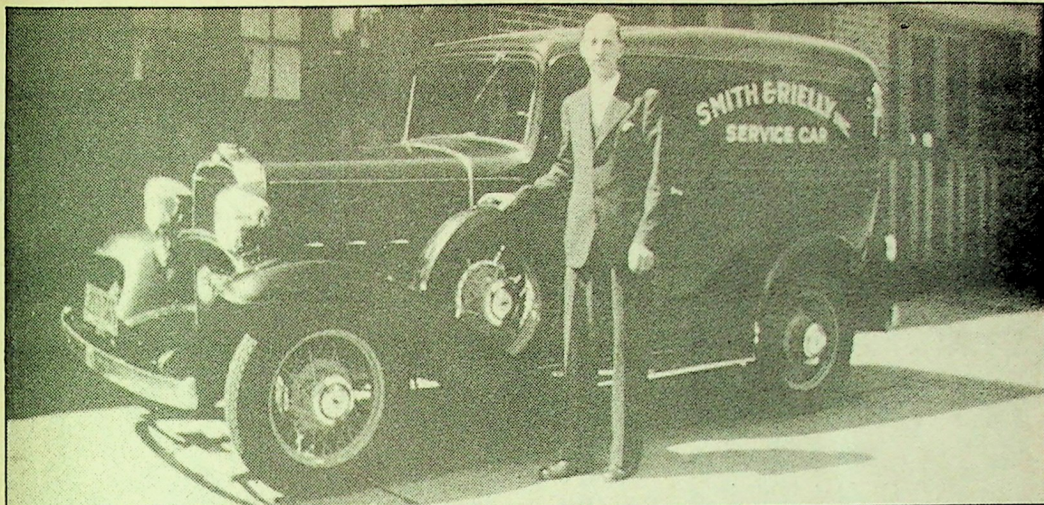
CATER LINCOLN
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Courtesy of Betty Duck of Utica

A WRECK NO MORE — Charles and Fred Fischer of Utica bought this 1932 Reo Royale in 1933, soon after it had been wrecked in an accident. The two men went to work restoring the automobile and the result was this classic beauty pictured above. The Fischers took the photo — with a homemade camera — at Bacon and Rutger streets in East Utica. The Fischers' Reo coupe had eight cylinders and a rumble seat — a folding seat in the rear of the car not covered by the car's top and where a passenger could ride along outside. The Reo Royale coupe sold for about \$2,000 (a great deal of money during the Depression years of 1932 and 1933.) Its engine developed about 125 horsepower. The Reo was built from 1905 to 1936. It all began with Ransom Eli Olds — who had founded, in 1897, the Olds Motor Works Company that manufactured the Oldsmobile. (Oldsmobile today is America's oldest manufacturer of automobiles.) In 1904, he retired after disagreeing with design changes initiated by the people who had gained controlling interest in his company. His retirement didn't last long, though. In late 1904, he formed a new company and called it the R.E. Olds Company. The owners of the Olds Motor Works were furious and said the similarity of the names of the two companies was confusing consumers. They threatened to go to court. So, Ransom Eli Olds, saying that no one owned his initials of his name, formed the Reo Motor Car Company. His cars became so popular that in 1907 he moved into the number three spot in sales — behind Ford and Buick. He wasn't interested in mass production, though, and did not build too many cars a year. But what he built were beauties. His 1931 Reo had a nine-bearing crankshaft and one-shot lubrication. In 1933, he introduced an automatic transmission. But, the Depression began to take its toll — and Reo began to lose money. In 1936, the Reo automobile died. In 1937, Ransom Eli Olds resigned. He died in 1950.



Courtesy of Joan Mundrick of Chadwicks

IT'S A VAN — In 1936, the Smith and Rielly coal company, at 106-16 Davis Place in Utica, bought this 1936 Chevy van to use on service calls. In the photo is Harold Smith.

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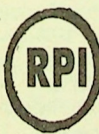


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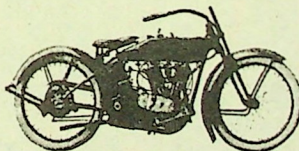
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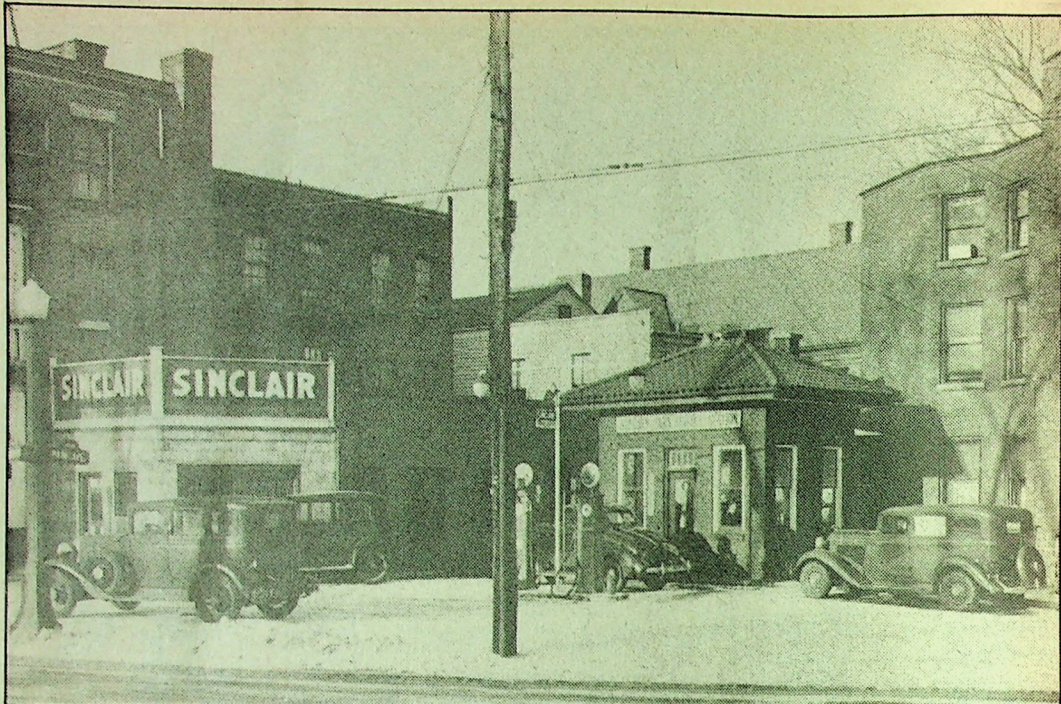
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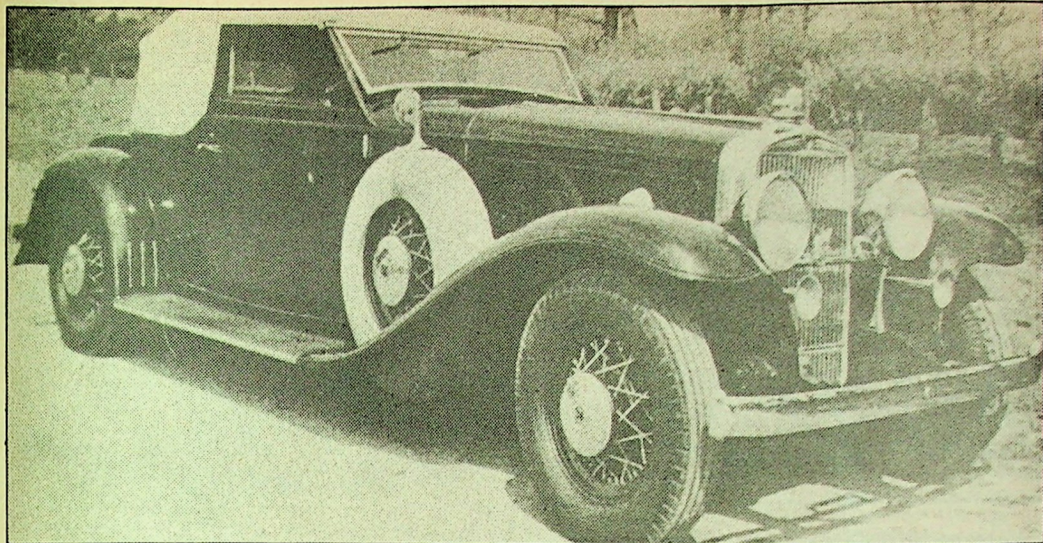
Frankfort, N.Y.



From Bart Rasmus, New Hartford



STEBEN PARK SCENE — Japan had just signed a military alliance with Germany and Italy, forming what became known as the Axis powers. Franklin Delano Roosevelt had just won a third term in the White House by defeating Wendell Willkie (27,243,466 votes to 22,304,755). The year was 1940. And that's the year —in December — that the photo above was taken in Utica at 5-7 Steuben Park in front of the Steuben Park Service Station. At right was a 1933 Plymouth four-door sedan that cost about \$600 new. At left was a Ford Model A, which also sold for about \$600. Partly hidden behind the gasoline pumps was a 1937 Chevrolet coupe, a six-cylinder, two-door that sold for \$619 new. In the photo at the left is the same model, a 1937 Chevy coupe, owned today by Bart Rasmus of New Hartford, president of the Mohawk Motorcades Automobile Club. Rasmus bought the car while in high school and spent many hours restoring it. The first Chevrolet was built and sold in 1912 by a well-known racing driver named Louis Chevrolet. He had been hired by William C. Durant to build a "light car of French type" to sell at low prices. Durant had founded General Motors in 1908.



Courtesy of the Automobile Club of Utica

IT'S A STUTZ — Here's a 1933 Stutz coupe named for its founder, Harry D. Stutz.

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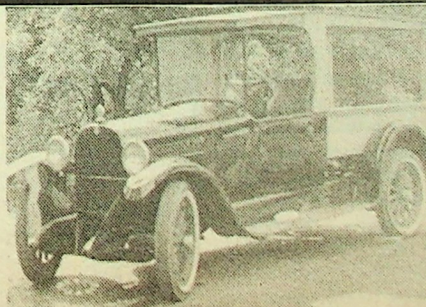
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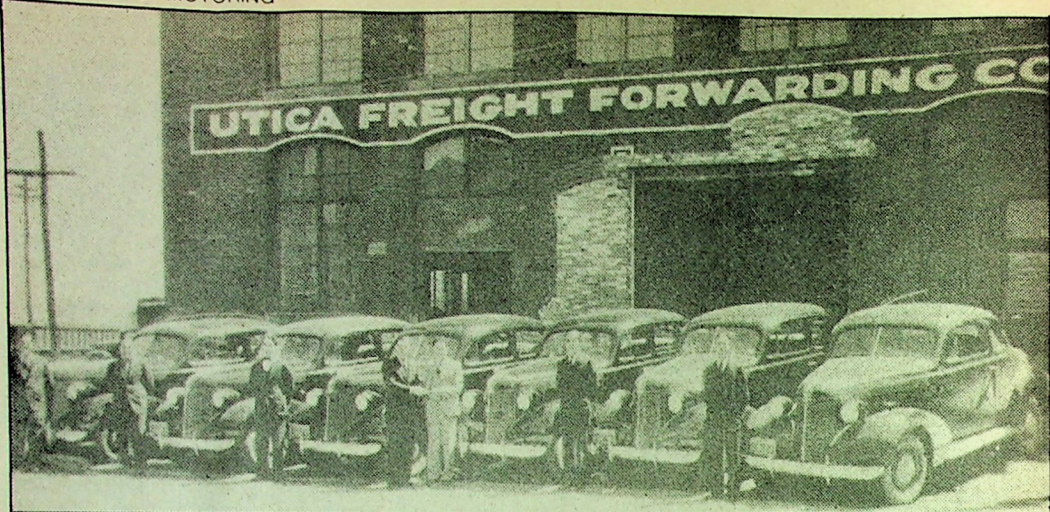
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RAY VAN HATTEN



Courtesy of Fidele Fanelli of Utica

READY TO GO — This photo was taken in 1938 at the Utica Freight Forwarding Company, at Broad and St. Anthony streets in Utica. Rock Durante, of Mel Gooch Sales, sold these six 1938 Pontiacs to the company. From left: Michael Graziadei (deceased), Michael Fanelli, George Graziadei (deceased), Rock Durante, Rocco Fanelli, Fidele Fanelli and Nick Nole (deceased).

Daily Press/O-D file photo

WHAT A SHOW! — They both were classics — the Avon Theater at 212 Lafayette St. in downtown Utica and the 1942 Buick parked in front in 1946. The Avon was one of the "big three" theaters located at the intersection of Lafayette and Washington streets. The other two were the Olympic and the Utica. The three theaters all showed first-run movies and that helped to make the intersection one of the busiest spots in town. The Avon and Utica were torn down in 1966 and the Olympic disappeared a few years later. The 1942 Buick was the last Buick made before World War II. The man who founded the Buick Manufacturing Company at the turn of the century was David Buick. He was better known at the time as the man who had found a way to affix porcelain to cast iron — thus giving us, among other things, white bathtubs. The first Buick was built in 1903 in Detroit. It became famous for its valve-in-head engine. And popular, too. In 1905, nearly 750 Buicks were sold, and by 1907, the number jumped to nearly 4,750. When William C. Durant founded General Motors in 1908, he made Buick the base for his new company. The car was so popular, it competed successfully with Henry Ford's Model T.



From Freda Roberts, New Hartford

WHAT A YEAR! — It was 1930. The Great Depression had begun and more than 6 million Americans were out of work. Banks were failing; businesses were going bankrupt. Americans sold apples on street corners and others cried out from those same corners, "Brother, can you spare a dime?" But, there wasn't a "depression" at the Ford Motor Company in Michigan. Sales of the Ford Model A were booming. In 1930, more than 1.1 million were built and most of them were sold — at prices ranging from \$440 to \$650. The 1930 Model A looked fresher than the 1929 — larger tires on smaller wheels lowering its height. This photo shows a 1930 Model A Ford taken in 1930 in Yorkville and owned by Mr. and Mrs. Edward S. Roberts of Fairview Place, Yorkville. In the photo is three-year-old Richard Roberts. The family bought the car from the Jones Motor Car Company in Utica.

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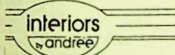


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Courtesy of Bart Rasmus, New Hartford

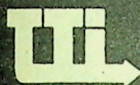
AUTUMN 1940 IN UTICA — The sun was shining brightly the afternoon of Oct. 9, 1940 when this photo was taken, looking north along Genesee Street from near Oswego Street. The Kanatenah Apartments, at 1504 Genesee, are at left; the Olbiston apartment building is on the right. The car at the right, in front of the one with its door open, is a 1939 Studebaker President two-door sedan. It sold new for about \$950. The President was larger and heavier than its sister Studebaker, the Commander. In 1852, Henry and Clem Studebaker opened a blacksmith and wagon shop in South Bend, Ind. Fifty years later, they got into the "horseless carriage" business and produced their first automobile — complete with leather fenders and dashboard. Up to World War II, Studebaker was a very popular car, with its Presidents, Champions and Commanders. After the war, it introduced its 1946-47 models with streamlined fenders and wrap-around rear windows. When people first saw the revolutionary-designed car that looked about the same from front and rear, they would usually ask, "Is that car coming or going?" But, soon the Studebaker was selling fewer and fewer cars. It came out with a sports model "Hawk" series and then, later, the "Lark" series. But, in 1964, it stopped making cars in South Bend and moved its assembly operations to Canada. By 1966, the company was no longer making cars. By the way, in the photo above, the car behind the one with its door open is a 1937 four-door Pontiac. When that car was introduced, it sold for \$881.

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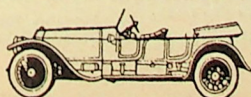
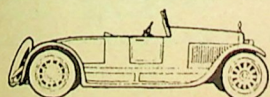
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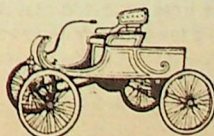
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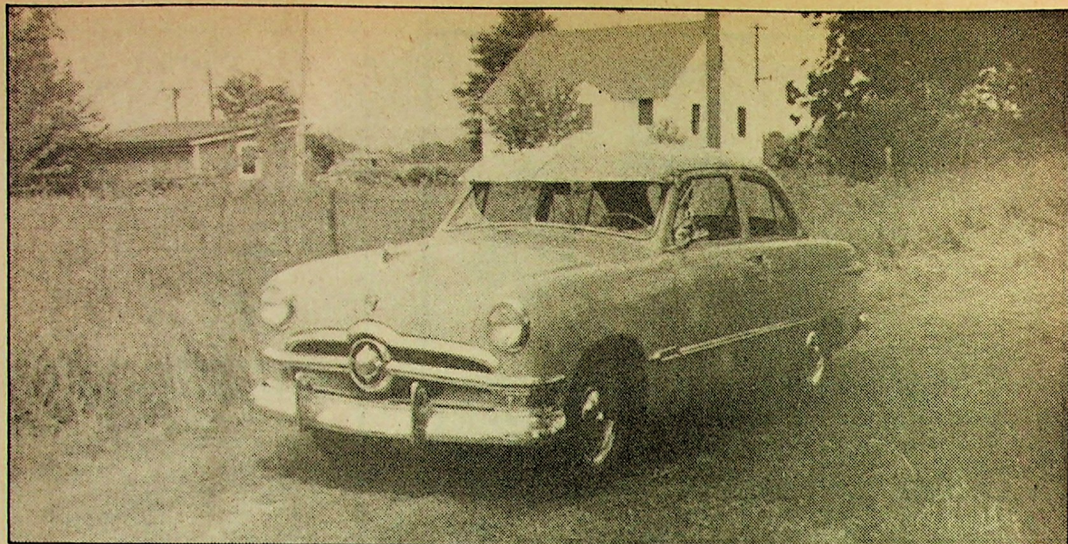
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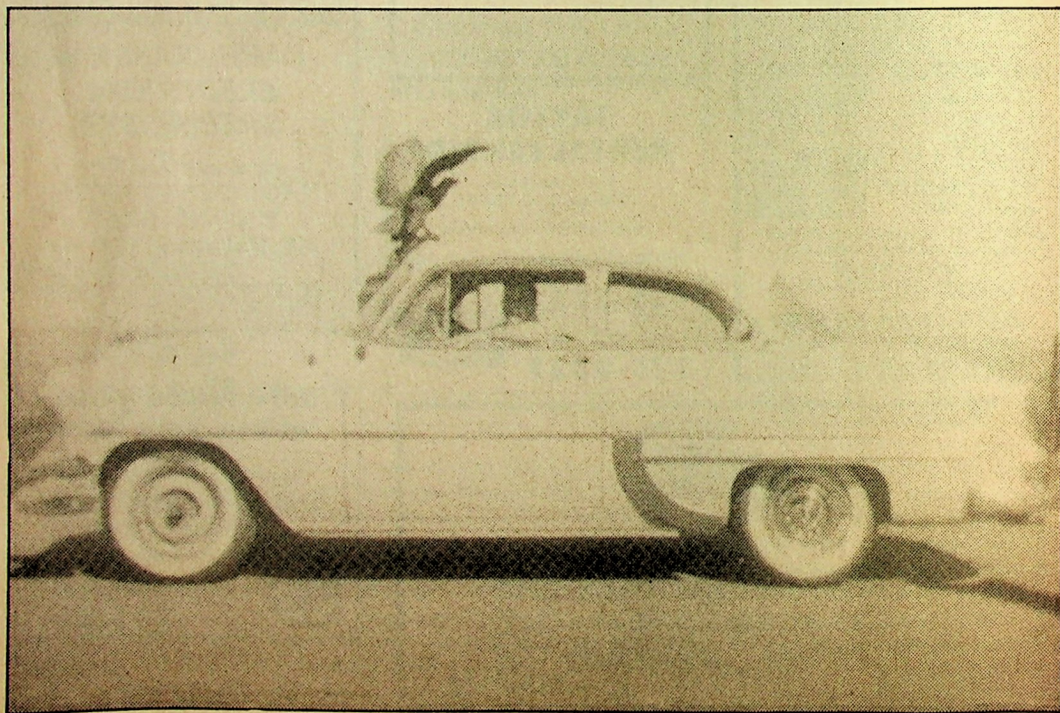
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Courtesy of Frank J. Tomaino, Utica

A TWO-DOOR BEAUTY — The 1950 Ford Custom — pictured here in the Town of Frankfort just off Ferguson Road — was a popular car. After using 1942 Ford engineering designs for three years after World War II ended in 1945, Ford, in 1949, began to make some changes. Its 1949 model had a long, low look and, in 1950, Ford introduced its automatic transmission. The 1950 Ford cost less than \$2,000.



Courtesy of John Lloyd of Utica

AT THE PARK — John Lloyd, of Utica, posed in his new 1954 Chevy Bel Air in front of the Eagle monument at Roscoe Conkling Park.

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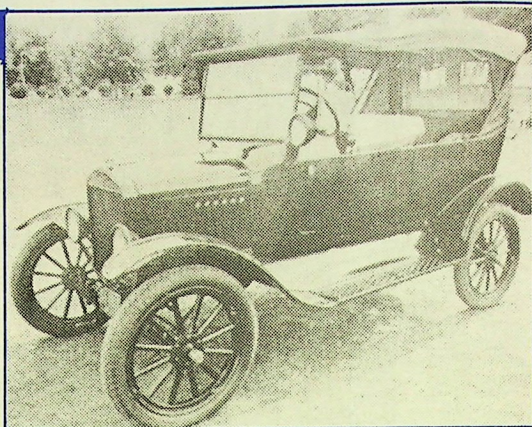
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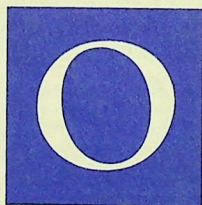
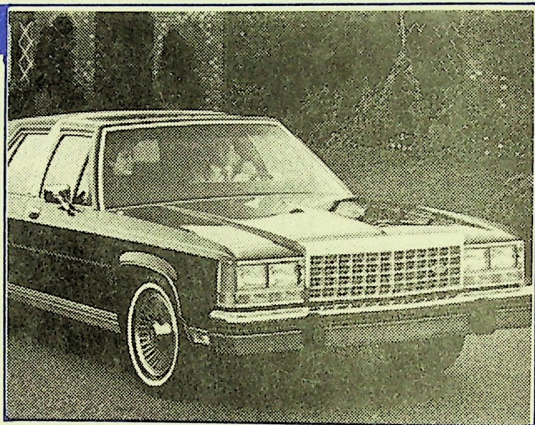
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